

## **DISCUSSION/ACTION AGENDA ITEM X.1**

**Date: January 13, 2010**

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Item:

### **PG&E WAVE ENERGY PRESENTATION**

Background:

At the last City Council meeting, the Council requested that there be an information presentation regarding the WaveConnect Project. This is a wave energy effort being proposed and coordinated by PG&E. Councilwoman Julie Fulkerson and City Attorney Paul Hagen serve on a committee that is involved with the proposed project.

Alison Talbott will be present at the Council meeting to make the presentation and answer questions from the Council and the public.

Recommended Action:

Receive and file the report, and take whatever other related actions are deemed appropriate by the members of the public.

Attachments:

None.

## **DISCUSSION/ACTION AGENDA ITEM X.2**

**Date: January 13, 2010**

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Item:

### **CONSIDERATION OF MEMBERSHIP IN THE HUMBOLDT WASTE MANAGEMENT AUTHORITY**

Background:

At its meeting on May 14, 2008, the Council passed Resolution 2008-11 requesting that the City of Trinidad become a member of the Humboldt Waste Management Authority (HWMA). There has been no action since that date, and the City is still not a member of the Authority. At that time, the HWMA was having financial difficulties that made the timing of the new membership questionable, but those financial issues have since been addressed.

In considering its decision to join the HWMA, the Council may want to consider:

- Benefits of joining the HWMA;
- Potential negative impacts if Trinidad does NOT join the HWMA;
- Requirements on City or HWMA if the City joins the HWMA; and
- Cost to join the HWMA

Jim Test, Executive Director of the HWMA, has requested an opportunity to address the Trinidad City Council and urge that the City now become a member of the organization.

Recommended Action:

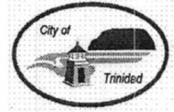
Staff is not making a recommendation to join or not join the HWMA until the discussion and the impacts pro and con are better understood.

Attachments:

Trinidad City Council Resolution 2008-11;  
"Review of Authority Programs" dated September 11, 2009; and  
"Trinidad Activities" in HWMA's Regional Efforts.

**TRINIDAD CITY HALL**  
P.O. Box 390  
409 Trinity Street  
Trinidad, CA 95570  
(707) 677-0223

**Chi-Wei Lin, Mayor**  
**Gabriel Adams, City Clerk**



**RESOLUTION 2008-11**

**Request to Join the Humboldt Waste Management Authority**

**WHEREAS**, the some of the cities and the County of Humboldt have formed the Humboldt Waste Management Authority (HMWA), a joint powers authority created under the laws of the State of California, for the purpose of managing solid waste in Humboldt County;

**WHEREAS**, the Board and staff of the HWMA have indicated an interest in having the City of Trinidad join the Authority; and

**WHEREAS**, it would be to the benefit of the citizens of Trinidad for the City to be represented on the Board and to participate in the decision making of the Authority..

**NOW, THEREFORE LET IT BE RESOLVED** that the Trinidad City Council does hereby request the Board of Directors of the Humboldt Waste Management Authority to consider its interest to become a member of the Authority; and

**NOW, THEREFORE BE IT FURTHER RESOLVED** that the Trinidad City Council does hereby authorize the Mayor of the City of Trinidad to appoint one of its Council persons to be a participating member of the Board of Directors of the HWMA at such time as the City of Trinidad becomes a member of the Authority.

**PASSED AND ADOPTED BY THE TRINIDAD CITY COUNCIL** of Humboldt County of the State of California this 14th day of May, 2008.

I, the undersigned, hereby certify that the foregoing Resolution was duly adopted by the Trinidad City Council by the following vote:

Ayes:  
Noes:  
Absent:  
Abstain:

**Attest:**

\_\_\_\_\_  
**Gabriel Adams**  
Trinidad City Clerk

\_\_\_\_\_  
**Chi-Wei Lin**  
Mayor



**HUMBOLDT WASTE  
MANAGEMENT AUTHORITY**

**DATE:** September 11, 2009

**FROM:** Jim Test, Executive Director

**SUBJECT:** Review of Authority Programs

**DISCUSSION:**

**The Authority**

The Humboldt Waste Management Authority is a California Joint Powers Authority. The Authority is a public agency and its members include the County of Humboldt and the cities of Arcata, Blue Lake, Eureka, Ferndale, and Rio Dell. The Authority is governed by a six (6) member Board of Directors that is made up of elected officials from each of the Member agencies (the "Board"). The Authority was formed in 1999 for the purposes of economically coordinating the disposal of Solid Waste generated in the incorporated and unincorporated areas of Humboldt County, and has since become involved in the regional collection of household hazardous waste, greenwaste and diversion programs.

The Authority owns and operates a transfer station located on approximately 4.3 acres of industrial land near the edge of Humboldt Bay, in Eureka, California. Approximately 72,000 tons per year of waste are processed by the facility and exported to two out-of-county landfills. The transfer station facility includes the Eureka Recycling Center which accepts dual-stream recyclables, CRT's, e-waste, used oil, fluorescent bulbs, and appliances; a household hazardous waste collection facility; and a greenwaste drop-off site. The recycling center processes approximately 5,000 tons per year and 2,500 tons per year pass through the greenwaste drop-off site.

The Authority manages a greenwaste compost facility located on approximately 4 acres of industrial land near the Mad River, in Arcata, California. This site is operated by a private contractor and processes approximately 5,000 tons of greenwaste a year. All the compost processed is sold to residential and commercial customers.

The Authority also owns a 32-acre landfill that stopped taking waste in June of 2000 and is currently undergoing the process of closure. Maintenance of the landfill is required by State and federal laws for 30 years past closure.

There are currently 26 HWMA staff members, which include functions of management, finance, scale operation, transfer station operation, household hazardous waste processing, and landfill maintenance. Revenues are generated through tipping fees that are charged to users of the disposal system.



## HWMA Programs

### Household Hazardous Waste

In September 2003, HWMA opened its permanent HHW facility (PHHWF) at the Hawthorne Street Transfer Station. Public use of the permanent facility increased each year between opening in 2003 and 2007. In FY 07/08, the number of cars through the Hawthorne Street facility dropped for the first time (see Table 1 below). This is consistent with decreasing amounts of hazardous waste collected and shipped during the same time period. In FY 08/09, roughly 314,000 pounds of hazardous material were collected at the PHHWF (see Table 2), a decrease of 16% from the 373,000 pounds collected in FY 07/08. Staff believes that this drop in tonnage is a result of economic conditions, and may also reflect that we have reduced the amount of hazardous materials stored by residents in the greater Humboldt Bay area. Collection hours for residents are 9am to 1pm on the first Saturdays of the month. Small businesses are served on Wednesday and Thursday afternoons by appointment. In 2009, we began to operate mobile collection events in communities throughout the County. We have held events in Blue Lake, McKinleyville, Ferndale, Arcata, Garberville and Rio Dell.

Table 1 is customer carload count for the last two fiscal years.

	2008/2009	2007/2008	% of Prior
Commercial	460	448	102.68%
Residential	3,635	4,603	78.97%
Fortuna Residential	41	104	39.42%
<b>TOTAL</b>	<b>4,136</b>	<b>5,155</b>	<b>80.23%</b>

Table 2 shows quantities of hazardous waste collected in FY 08/09:

	Total weight (lbs.)
Flammables and Poisons	127,376
Acids	1,109
Bases	4,055
Oxidizers	1,161
PCBs	9,471
Latex Paint	51,433
Other oils, antifreeze, etc	29,956
Mercury wastes	40
Lamps	31,500
Household Batteries	47,750
Home-generated sharps	750
Compressed gas cylinders	600
Pharmaceutical wastes	500
Aerosol containers	8,365
<b>Total</b>	<b>314,066</b>

These weights combine residential wastes, CESQG wastes, and the “load check” hazardous wastes collected from the recycling centers and private transfer stations. In 2008, about 60,000 pounds, or 16%, of the total material collected was put out for reuse at the HHW Re-use Shed.

### **Mobile Collection Activities**

In mid-2007, the HHW program was licensed by the state as a registered hazardous waste hauler; this allows HHW staff to pick up “load check” hazardous wastes, household batteries, and other universal wastes from Arcata Community Recycling Center (ACRC), and private transfer stations in McKinleyville and Fortuna. The necessary EPA Transporter number, CA Vehicle Code licensing, and driving record requirements are maintained in support of this program.

### **Satellite Collection Centers**

The Arcata Community Recycling Center (ACRC), Eel River Disposal in Fortuna, and Humboldt Sanitation in McKinleyville accept household batteries from the public at no charge. HWMA’s technicians pick up the batteries from these recycling centers. HWMA incurs all handling, sorting and final disposal costs.

Additionally, the public can drop off medical sharps (e.g., used needles and syringes), free of charge, at seven satellite locations in the county, including the three facilities listed above. HWMA pays for the cost of pick up. The annual cost of this service is around \$3,000. When medical sharps were banned from the trash can in late 2008, HWMA sent out a press release reminding the public about these drop off locations. T.V. advertisements encouraging proper sharps disposal ran in early 2009, with a State HHW grant administered by HWMA. When our new medical waste hauler required a change in how sharps were packaged by the public (summer 2009), HWMA executed a print and TV ad campaign, totaling \$4,000.

The Hawthorne Street Transfer Station also accepts household batteries, automotive batteries, medical sharps and up to 10 fluorescent lights at one time, free of charge, from residents. These universal waste streams of batteries and bulbs must be manually sorted and packed for shipment. The cost to HWMA to ship fluorescent lights and household batteries runs about \$35,000 annually.

### **PG&E Take-it-Back Program**

In late 2008, HWMA received a \$55,000 grant from PG&E to set up “take-back” collection sites throughout Humboldt County for spent compact fluorescent lights (CFLs) and 4-foot and smaller straight fluorescent tubes. To date, agreements have been made with 12 local hardware stores that sell CFLs and fluorescent tubes, to serve as free drop off points for residents. This contract was recently extended by another \$40,000 grant that should allow the program to run through mid-2010.

### **AB 939 Tip Fee Funds**

In fiscal year (FY) 09/10, a \$2.46 per ton fee is being collected for the AB 939 programs run by each of HWMA’s member agencies and the City of Trinidad. Based on a projected 80,000 tons of garbage being disposed in the HWMA system during FY 09/10, \$197,000 is budgeted for allocation to the waste reduction programs in the various Humboldt County jurisdictions (excluding tribal lands and the City of Fortuna).

## **Quarterly Disposal Report**

Since its creation, HWMA has prepared a quarterly disposal report for submittal to CIWMB, with copies sent to Anderson Landfill, Humboldt County cities, and the County. This report is a compilation of the total tons of waste received at HWMA's Hawthorne Street Transfer Station in Eureka and the private transfer stations in McKinleyville and Fortuna, operated by Humboldt Sanitation and Eel River Disposal, respectively. It also includes solid waste disposed by Kernan Construction and other contractors at Anderson landfill.

The quarterly disposal report apportions this total disposal tonnage to each of Humboldt County's political jurisdictions. This apportionment is determined by a quarterly survey - using scale house personnel at each transfer station in the county to survey all self-haulers for one seven day period out of each quarter on their waste's location of origin. HWMA also collects information from a variety of self-haulers who haul waste from Humboldt County directly to landfills. These answers determine each city's and the unincorporated county's contribution to the total waste stream and in turn, help to determine each of their "diversion rates." Each city and county is mandated by AB 939 to divert 50% of their materials from the landfill, so these survey weeks are important in determining whether municipalities are lowering their levels of disposed tonnages.

## **Annual AB939 Compliance Report**

This yearly report, written by each of Humboldt County's political jurisdictions and submitted to the State's CIWMB, totals the quarterly disposal reports for a final annual AB 939 disposal rate. The CIWMB compares this rate to a jurisdiction's target rate. Updated narratives on waste reduction activities and programs occurring in the jurisdiction that year are also included. HWMA writes the annual diversion reports for unincorporated Humboldt County, the City of Eureka and assists the county's other jurisdictions with data collection for their reports.

## **Waste Tires**

In 2007, HWMA partnered with Humboldt County's Environmental Health Department (EHD) ran two one-day waste tire amnesty events at Redwood Acres Fairgrounds in Eureka and at the Caltrans maintenance yard in Garberville, using CIWMB grant funds (approximately \$45,000/year). Over 11,000 waste tires were collected from the public free of charge. HWMA took the program over from the County of Humboldt in 2008 and offered coupons to dispose of passenger and light truck tires free of charge at the Hawthorne Street Transfer Station. HWMA also ran three additional one-day events, free to residents, in Ferndale, Willow Creek and Orick, collecting a total of over 10,000 of tires. Plans to continue this program in FY09/10 are currently being developed.

## **AB 939 Local Task Force**

The AB 939 Local Task Force has been running since the AB 989 mandate in 1989. Meetings are held on a monthly basis and serve as one of the few opportunities for staff from different waste reduction programs to update each other on various activities, recycling collection points, solid waste problems, and special events. The Task Force combines resources to publish a yearly 20-page Recycling Guide in the AT & T phone book.

## Used Oil Program

HWMA administers funding to provide used motor oil and oil filter recycling services to residents at twenty one used oil collection centers throughout Humboldt County. HWMA also provides public outreach on the program, and have distributed almost 9,000 brochures over the past two years. These services are funded by a California Integrated Waste Management Board (CIWMB) non-competitive Used Oil Block Grant (UBG). The annual UBG combined funding amount to Humboldt County is approximately \$50K, to be spent over a maximum three year timeframe, with these funds typically being spent within eighteen months.

## Electronic Waste

HWMA held its first Electronic Waste Amnesty event in November 2007. This one-day event occurred in Garberville to cater to the residents in the unincorporated section of southern Humboldt County. Since that time we have held an additional 10 events throughout the county including: Trinidad, Willow Creek, Arcata, Eureka, Blue Lake and Ferndale. In 2008, HWMA collected 127 tons of e-waste free of charge from the public, including 3,000 CRTs.

## Recycling & HHW Hotlines

HWMA staffs the Recycling Hotline (707-268-8030), addressing questions regarding recycling locations and rates, upcoming amnesty events and curbside resources. County residents and businesses can also call the Household Hazardous Waste Hotline (707-441-2005) for detailed information on how to properly manage and dispose of their hazardous wastes, and to make an appointment for drop-off at the HHW facility.

## Regional Agency

There has been much discussion among municipal staff members about the value of forming a Regional Agency. A Regional Agency would allow the communities to develop a combined disposal number for the entire County. As the two following charts show, half of the communities are not meeting the 50% reduction in disposal tonnage mandated by AB 939. The results in 2008 show a marked improvement over 2007 in most communities. HWMA staff believes that this can be correlated to the state of the economy and that there will be a danger of the numbers sliding back as the economic outlook improves.

### Humboldt County Disposal 2007

Jurisdiction	Target PPD*	Annual PPD
Arcata	3.7	3.3
Blue Lake	19.1	4.9
Eureka	6.5	7.5
Ferndale	3.4	4.2
Fortuna	3.1	4.3
Rio Dell	2.1	2.5
Trinidad	8.2	8
Unincorporated	6.1	3.4
Regional	5.6	4.3
TOTAL TONS DISPOSED	103,622	

**2008**

<b>Jurisdiction</b>	<b>Target PPD</b>	<b>Annual PPD</b>
Arcata	3.7	3.2
Blue Lake	19.1	3.9
Eureka	6.5	6.8
Ferndale	3.4	3.6
Fortuna	3.1	4
Rio Dell	2.1	2.4
Trinidad	8.2	5.3
Unincorporated	6.1	3.1
Regional	5.6	3.9
TOTAL TONS DISPOSED	94,689	

\*PPD: Pounds per person per day of solid waste

**From:** Karen Sherman  
**Sent:** Tuesday, August 11, 2009 3:05 PM  
**To:** Jim Test  
**Subject:** Trinidad Activities  
HWMA's Regional Efforts:

**Funded portion of recycling drop off site for 7 years:**

\$4,160 (FY 02/03) (oldest record)  
\$5,800 (FY 03/04)  
\$5,200 (FY 04/05)  
\$6,700 (FY 05/06)  
\$4,700 (FY 06/07)  
\$5,000 (FY 07/08)  
\$2,500 (FY 08/09)  
\$34,060

**Established a CFL drop off satellite at 101 True Value (3/09)**

**Hosted Trinidad Electronic Waste (9/08)**  
2.5 tons collected of CRT and other e-waste  
Net cost: \$600

**Administer Used Oil Grant**  
Oversee used oil and oil filters collected from Trinidad Marina  
Pay filter hauling/disposal costs  
Oversee used oil collection program in McKinleyville at Humboldt Sanitation

**Hosted McKinleyville Electronic Waste Events (5/08 & 6/09)**  
Trinidad participants- no count

**Hosted McKinleyville HHW Event (5/09)**  
2.5% Trinidad residents

**Assist jurisdictions with corrected/finalized disposal amounts for AB 939 report**

**Oversee Waste Reduction Awards and promotion of winners. Trinidad recipient, Beachcomber Café ('08)**

**Design and run Advertising (print, radio, TV)**  
Sharps packaging & trash ban  
E-waste & HHW collection events  
CFL drop off sites

**Distributed HHW/Used Oil literature in Trinidad**  
80 brochures ('08)



## **DISCUSSION/ACTION AGENDA ITEM X.3**

**Date: January 13, 2010**

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**Item: SUB-LEASE OF OFFICE SPACE WITH THE GREATER TRINIDAD CHAMBER OF COMMERCE**

**Background:** At the City Council Meeting on December 9, 2009, the Council considered a consent calendar item to extend the current sub-lease with the Trinidad Chamber of Commerce for six months at zero cost. There was some confusion at the meeting as to the Chamber Board's preferred course of action on this item, so it was continued for a month to this meeting. The existing sub-lease was to expire on December 31, 2009.

At its meeting on January 5, 2010, the Chamber Board voted to accept a proposal from the City Manager. It was stressed that this is a recommendation from the Manager only at this time and that any action would have to be approved by the City Council. The proposal includes the following three items:

1. That the Council offer a zero-cost lease for the next six months (1/1/10-6/30/10).
2. During that time there be shared use of the space between the City and the Chamber and some arrangement will be made toward scheduling the use of the space and controlling the access to the space, and
3. That the Chamber annually report to the City Council its use of any funds received from the City for tourism promotion and marketing.

If the Council were to agree to this arrangement, it would translate to an additional contribution to the Chamber of Commerce of \$1,200 from the current year's budget. If the Council does not agree and offers some other arrangement (if any), then that would have to be considered by the Chamber Board of Directors at its next meeting. If no action is taken, then the current lease expires and the Chamber will have to vacate the office.

**Staff Recommendation:** Approve the lease arrangement as shown in the 12/21/09 letter, and authorize the Mayor to execute an agreement with the Chamber of Commerce that reflects this approved action.

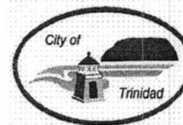
**Attachments:** 12/21/09 Letter from the City Manager to the Chamber of Commerce.



**CITY OF TRINIDAD**

P.O. Box 390  
409 Trinity Street  
Trinidad, CA 95570  
(707) 677-3876  
Fax: (707) 677-9517

Steve Albright, City Manager



**December 21, 2009**

**Mike Morgan, President  
Members, Chamber Board of Directors  
Greater Trinidad Chamber of Commerce  
P.O. Box 356  
Trinidad, CA 95570**

**Dear Chamber Board Members:**

**I am sure that you are all aware that the current two-year sub-lease between the City of Trinidad and the Greater Trinidad Chamber of Commerce for the Chamber office at 463 Trinity Street ends at the end of this month (December 31, 2009). That sub-lease stipulates that the sub-lease can be amended or extended by written agreement that is approved by both parties. At its last meeting, the Trinidad City Council agreed to extend the current status until its next meeting on January 13, 2010, for some determination.**

**I am prepared to recommend to the City Council that the sub-lease be extended in the following manner:**

- **That the sub-lease be a \$0.00 cost per month extension from January 1, 2010 through June 30, 2010. Action beyond that time would be considered during the City's normal annual budget process in May and June, 2010;**
- **That there be shared use of the office between the Chamber and the City during that six-month period; and**
- **That the Chamber Board of Directors present to the City Council (on an annual basis in conjunction with the Chamber's annual request for City financial support) a report on their tourism marketing and promotion activities of the previous year and their plans for the next year.**

**Before placing this on the Council's Agenda as an action item for January 13, 2010, I would request that the Chamber Board take some official action on this proposed sub-lease extension and that you correspond to the Council the results of that action.**

**Please feel free to contact me with any questions you may have.**

**Sincerely,**

  
**Stephen Albright, City Manager**

**DISCUSSION/ACTION AGENDA ITEM X.4**  
**Date: January 13, 2010**

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Item:	<b>REPORT ON TRAFFIC SAFETY ISSUES ON EDWARDS STREET</b>
Background:	<p>The issue of traffic safety on Edwards Street has been raised a number of times over the past two years. The discussion has expanded also to include Trinity Street because the two problems are linked.</p> <p>To date, the following actions have taken place:</p> <ul style="list-style-type: none"><li>• City-wide speed survey at selected locations;</li><li>• Temporary placement of stop signs at the intersection of Edwards Street and Trinity Street;</li><li>• Temporary placement of stop signs at the intersection of Trinity Street and Main Street;</li><li>• A public meeting of area residents to hear their concerns and suggestions for addressing the problem; and</li><li>• A field analysis by a registered traffic engineer from Winzler and Kelly, the City's contract engineering firm.</li></ul> <p>Minor modifications that may be directed by the City Council can most likely be accommodated in this year's budget under the varied categories of "Street Maintenance" and/or "Traffic Safety." These items are primarily funded by the Prop1B Grant received in 2008.</p> <p>A detailed staff report from Police Chief Ken Thrailkill will be presented at the Council meeting.</p>
Staff Recommendation:	Consider the recommendations presented by the Traffic Engineer and the Police Chief, and provide direction to the staff.
Attachments:	<p>Staff Report from Chief Ken Thrailkill; and Report from Traffic Engineer at Winzler &amp; Kelly.</p> <p>Note: The Traffic Engineer provided numerous citations to California Vehicular Code that are not included in this report but are available for review.</p>



Stan Binnie  
Mayor

## TRINIDAD POLICE DEPARTMENT

Post Office Box 390 • 409 Trinity Street  
Trinidad, California 95570  
Ph: 707.677.0133 • Fax: 707.677.0217



Kenneth J. Thrailkill  
Chief of Police

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# EXECUTIVE SUMMARY

DATE: January 6, 2010  
TO: Steven Albright, City Manager  
FROM: Kenneth J. Thrailkill, Chief of Police  
SUBJ: Edwards / Main / Trinity Street Traffic Study Report by Winzler & Kelly and Recommendation

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### **STAFF RECOMMENDTION:**

Trinidad PD staff met with Winzler & Kelly Traffic Engineers and presented them with proposals from the July 7<sup>th</sup> 2009 town hall meeting to address traffic safety on Edwards and Trinity Street. In addition, I requested Winzler & Kelly to review the situation and possible traffic calming in front of the Trinidad Elementary School on Trinity Street to address on-going issues of speeding complaints and potential traffic calming devices. Based upon the written report prepared by Winzler & Kelly Traffic Engineer Frank Penry dated November 25<sup>th</sup> 2009, I am recommending to the Trinidad City Council and Trinidad City Manager the following:

1. Increase the length of painted red curb adjacent to driveways along Edwards Street.
2. Relocate the existing centerline striping along Edwards Street.
3. Install all-way stop controls at the intersection of Trinity Street and Edwards Street.
4. Install raised crosswalk in front Trinity Elementary School, if agreed upon by Fire and Police Department heads due to emergency vehicle considerations; if not
5. Install all-way stop controls at the intersection of Trinity Street and Main Street.
6. Remove the handicap parking stall at the Trinidad Lighthouse on Edwards Street.
7. Replace 20 MPH zone sign on Main and Trinity to 25 MPH to bring into CVC compliance.

## **Background:**

The Trinidad Police Department has received over the years many complaints from residents on Edwards Street and surrounding residents about the parking, speeding and safety condition of Edwards Street. The police department has attempted to resolve the speeding issue by conducting radar enforcement during patrol time.

On July 7<sup>th</sup>, 2009, the Trinidad Police Department held a Town Hall meeting with residents and property owners of Edwards Street and surrounding residents. From that meeting, there were multiple suggestions offered by the community in what they said they would like to see done by the city to help calm traffic.

I met with representatives Joshua Wolf and Matthew Kennedy of Winzler & Kelly in Trinidad and discussed the issues related to traffic safety on Edwards Street, Trinity Street and Main Street. In addition, I provided them with a copy of the recommendations made by the community in the Town Hall meeting.

Upon review of the study made by Frank Penry of Winzler & Kelly it was stated in the report the following facts.

They believe there is justification from an engineering perspective for the following actions:

- Install all-way stop controls at the intersection of Main Street and Trinity Street.
- Install all-way stop controls at the intersection of Trinity Street and Edwards Street.
- Install marked raised crosswalk between town hall and Trinidad Elementary School.
- Install marked crosswalks at the intersection of Edwards Street and Trinity Street.
- Marked Crosswalks at the Intersection of Edwards and Trinity Street.
- Increase Length of Red Curb along Edwards Street.
- Relocate Centerline along Edwards Street

They did not believe there was justification from an engineering perspective for the following actions:

- Additional all-way stop controls on Edwards Street
- Speed Humps on Edwards Street

They also discovered that current situations are out of compliance with state regulations and traffic standards:

- Handicap parking on Edwards Street is not in compliance with the law due to the more than 2% slope, required signage is absent and the marked unloading access aisles are on the wrong side of the parking stall.
- 20 Speed sign posted on Main Street & Trinity Street is not justified upon review of the California Vehicle Code and the 25 MPH posting be replaced to bring the speed limit into compliance.

I am in agreement with the recommendations of Winzler & Kelly with their recommendations and request the council take action to implement the recommendations as indicated above in this report.

**TECHNICAL MEMORANDUM**  
**City of Trinidad, Traffic Engineering Technical**  
**Assistance – Edwards Street and Trinity Street Traffic Concerns**

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Reviewed by: Josh Wolf, PE  
Date: 11/25/09

**PREPARED FOR:** Mr. Kenneth J. Thrailkill, Chief of Police, City of Trinidad

**PREPARED BY:** Frank Penry, P.E., T.E., PTOE,  
Winzler & Kelly

**DATE:** November 25, 2009

**JOB #:** 01063-07001-11050



## **1.0 PURPOSE AND NEED**

The City of Trinidad has been looking for alternatives to address public concerns and complaints regarding issues of traffic safety on Trinity and Edwards Streets for the past several years. On July 7<sup>th</sup>, 2009, a Town Hall Meeting was held to gain input from residents as to the perceived safety issues and possible solutions. Concerns discussed at the meeting included vehicle speeds, pedestrian facilities, parking, and sight distance. From that meeting the following list of recommendations were proposed, with a request to provide input and recommendations from a technical engineering perspective.

- Install all-way stop controls at the intersection of Main Street and Trinity Street.
- Install all-way stop controls at the intersection of Trinity Street and Edwards Street.
- Install marked crosswalks at the intersection of Edwards Street and Trinity Street.
- Install speed humps on Edwards Street.
- Install additional all-way stop controls along Edwards Street.
- Increase the length of painted red curb adjacent to driveways along Edwards Street.
- Relocate existing centerline striping along Edwards Street.

The purpose of this memo is to provide engineering recommendations and technical information on the regulatory requirements contained within the California Manual on Uniform Control Devices (MUTCD) and California Vehicle Code (CVC).

Attention is directed to MAP 1C34 of the California Roadway System (CRS), where Patrick's Point Drive, Main Street, Scenic Drive, Trinity Street, and Edwards Street are shown with a roadway functional classification of "Minor Collector". This is the latest functional usage indicated on the federal-aid system maps submitted to the Federal Highway Administration (FHWA) and indicates Federal Aid eligibility. In California reference is now made to the California Road System (CRS) Maps.



## **2.0 REGULARITY SETTING**

Pursuant to the CVC, authority is given to the California Department of Transportation (Caltrans) to direct policy on the regulations prescribing uniform standards and specifications for all official traffic control devices placed pursuant to the code, including, but not limited to stop signs, crosswalks, and speed limits, which is put forth in the California MUTCD.

### **2.1 All-way Stop Warrants**

As supported by Section 2B.07 of the California Manual on Uniform Control Devices (MUTCD), all or “multi-way stop control can be useful as a safety measure at intersections if certain traffic conditions exist.” Safety concerns associated with the installation of all-way stops include pedestrians, bicyclists, and all road users expecting other road users to stop.

Generally speaking all-way stop controls are used where the volume of traffic on the intersecting roads is approximately equal. However, the decision to install all-way stop controls should be based on sound engineering judgment and an engineering study. The following criteria or warrants should be considered in the study.

- A. Temporarily During Traffic Signal Installation - A traffic signal is justified, per Section 4c.01 of the California MUTCD, although an all-way stop may be used as an interim measure that can be installed quickly to control traffic while arrangements are being made for the installation of the traffic signal.
- B. Where Crash Problem Exists - A crash problem exists, as indicated by five or more reported crashes in a 12-month period that are correctable by an all-way stop installation. This includes right- and left-turn collisions as well as right-angle collisions.
- C. Where Minimum Traffic Volumes Exist

Minimum volumes:

- 1 The vehicular volume entering the intersection from the major street approaches (total of both approaches) averages at least 300 vehicles per hour for any 8 hours of an average day, and
- 2 The combined vehicular, pedestrian, and bicycle volume entering the intersection from the minor street approaches (total of both approaches) averages at least 200 units per hour for the same 8 hours. Additionally, the average delay to minor-street vehicular traffic of at least 30 seconds per vehicle during the peak one hour, but
- 3 If the 85th-percentile approach speed of the major-street traffic exceeds 40 mph, the minimum vehicular volume warrants are 70 percent of the above values; 210 and 140 vehicles, respectively, for the combined major and minor street approaches.

- D. Where No Single Criterion Is Satisfied - Where no single criterion is satisfied, but where Criteria B, along with C.1, and C.2 are satisfied to 80 percent of the minimum values. Criterion C.3 is excluded from this condition.

In addition to these warrants, engineering judgment of all extenuating conditions and concerns at a particular location should be reviewed. The following items may also be considered for justification of all-way stop controls in the study;

- A. The need to control left-turn conflicts;
- B. The need to control vehicle/pedestrian conflicts near locations that generate high pedestrian volumes;
- C. Sight Distance; locations where a road user, after stopping, cannot see conflicting traffic and is not able to reasonably safely negotiate the intersection unless conflicting cross traffic is also required to stop; and
- D. An intersection of two residential neighborhood collector (through) streets of similar design and operating characteristics where all-way stop control would improve traffic operational characteristics of the intersection.

## **2.2 Crosswalks**

As defined by the CVC, a crosswalk is either “unmarked” as the continuation of sidewalk across intersections meeting at approximately right angles or that portion of a roadway distinctly indicating a pedestrian crossing by “marked” lines or markings. It is the professional opinion of the engineer that providing “marked” crosswalks indicates a preference for the crossing at a particular location and that it is the presence of pedestrians alone, not the markings, that alert drivers of the need or duty to yield at crosswalk locations.

Furthermore, “the driver of a vehicle shall yield the right-of-way to a pedestrian crossing the roadway within any marked crosswalk or within any unmarked crosswalk at an intersection.” However, the pedestrian is not relieved of the duty of using due care for his or her safety. “No pedestrian may suddenly leave a curb or other place of safety and walk or run into the path of a vehicle that is so close as to constitute an immediate hazard.”

Additionally, the color of crosswalk markings is deliberate and significant, as all marked crosswalks shall be white unless the crosswalk is near a school. All crosswalks adjacent to school property shall be marked yellow, while those within 600 feet of the school may be marked in yellow.

## **2.3 Basic Speed Law**

Per the CVC, Basic Speed Law states that “No person shall drive a vehicle upon a highway at a speed greater than is reasonable or prudent having due regard for weather, visibility, the traffic



on, and the surface and width of, the highway, and in no event at a speed which endangers the safety of persons or property.” Although “reasonable and prudent” are concepts pertinent to the development of speed limits and policy, the *Prima Facie* or “at first sight” Speed Limit of 25 mph is established by the CVC as applicable “On any highway other than a state highway, in any business or residence district unless a different speed is determined by local authority under procedures set forth in this code.” This is the base for which all speed limits are established within an urban setting.

A jurisdiction’s ability to retain or increase the 25 mph *Prima Facie* speed limit on any street or road within their jurisdiction must be based exclusively on the findings of an Engineering and Traffic Survey, made with established traffic engineering practices and in conformance with the CVC and California MUTCD. The only exception to this requirement applies to a local street, local road, or school zone that meets the following three conditions:

1. Roadway width is not more than 40 feet.
2. Not more than ½ mile between traffic signal or stop controls.
3. Not more than 1 traffic lane in each direction.

A local street or local road is defined by the latest functional usage and federal-aid system maps submitted to the Federal Highway Administration (FHWA) or the California Road System (CRS) Maps. As noted previously, the subject streets are not classified as “local” streets or roads on these maps.

Additionally, Engineering and Traffic Surveys, when required, must be completed every five, seven, or ten years for speed zones to remain in compliance with the CVC. The life of each survey is dependent upon the training of the enforcing officer and certification of the enforcement equipment.

It should be noted that regulatory speed zoning of less than 25 mph is only allowed in the following situations;

1. Decrease on Narrow Street (CVC 22358.3) – A prima facie speed limit of 20 or 15 miles per hour may be justified by engineering and traffic survey on any street not exceeding 25 feet in width.
2. Decrease of Local Limits Near Schools or Senior Centers (CVC 22358.4) A prima facie speed limit of 20 or 15 miles per hour may be justified by engineering and traffic survey on any street within a specified distance of either facility.
3. Decreasing Speed Limit on Grades (CVC 22413). A prima facie speed limit of 20 or 15 miles per hour may be justified by engineering and traffic survey on any street having a grade in excess of 10 percent.
4. Revision of Speed Limit on Bridges and Structures (CVC 22404)

### **3.0 DISCUSSION AND RECOMMENDATIONS**

Given the regulatory setting and potential risk claims issue with the installation of official traffic control devices, it is recommended that the City complete an engineering study of any location of which an all-way stop signage, crosswalk markings, speed humps, or speed zone changes are

proposed. Below is further discussion and recommendations with regard to the aforementioned recommendations from the Town Hall Meeting.

### **3.1 All-Way Stop Control Controls Trinity and Main Streets & Trinity and Edwards Street**

From a cursory review of the two locations, without adequate data to prepare a full warrant analysis, it appears that the Volume Warrant (C1 & C2) could be met when considering the two street approaches as separate. This is reasonably assumed, given that the following considerations; vehicle right-of-way is potentially ambiguous with right and left-turn movements presumed to be “through”, potential vehicle and pedestrian conflicts adjacent to high pedestrian volumes, and potential sight distance constraints due to parked vehicles.

It appears within the discussion of this memo that all-way stop controls at the intersections of Trinity Street/Main Street and Trinity Street/Edwards Street would be justified within the satisfaction of at least one warrant and sound engineering judgment.

### **3.2 Marked Crosswalks at the Intersection of Edwards and Trinity Streets**

As noted above, there is a high potential for pedestrian movement conflicts at this location given the proximity of commercial, residential, and recreational uses. The lack of fully developed pedestrian facilities is somewhat a cause for concern; however sidewalks do exist along Trinity Street and a portion of Edwards Street. There is continued presence of pedestrians regardless of facilities.

A marked crosswalk would be recommended across Trinity Street. However, due to the potentially ambiguous right-of-way, a crosswalk across Edwards is recommended in combination with all-way stop controls at this location.

### **3.3 Speed Humps on Edwards Street**

The determination of speed as a contributing factor to safety issues has yet to be determined in the course of this technical review. An established standard for placement of vertical speed deflection devices (humps, bumps, cushions, tables, etc) within residential neighborhoods is a critical speed in excess of 5 mph over the posted limit, or 30 mph. Given that the subject roadway is classified as a collector, not a local roadway or street, it provides primary emergency and commercial access within the City Limits. Provision for vertical deflection along Edwards street would likely result in an increase in emergency response times, noise, and cut through traffic to narrow, primarily residential, streets.

Speed humps are not recommended on Edwards Street.

It should be noted that there is a technical concern that the posted limit of 20 mph along Trinity and Edwards Streets is not justified, based on a review of the CVC. Measurements taken during the field visit indicate a consistent roadway width of nearly 40 feet. Along Trinity Street a reduction to 15 mph is already taken “while children are present”, with signage posted on

approach to Trinidad Elementary School. Edwards Street although having a fairly consistent grade to the pier, does not appear to exceed 10 percent. Furthermore, it is recommended that the required speed engineering and traffic surveys be reviewed and enforcement be the first line of defense against concerns regarding speeding.

#### **3.4 Additional All-way Stop Controls on Edwards Street**

No further all-way stop control locations are recommended along Edwards Street.

#### **3.5 Increase Length of Red Curb along Edwards Street**

Given a review of the concerns taken from the Town Hall Meeting and a review of the field conditions, prohibition with 5 feet of residential driveways is recommended. However, a 15 foot by 15 foot sight triangle is highly recommended to assist residents in the backing maneuvers from driveways. The 15 foot distance is measured parallel to the curb face and along the edge of the driveway, where landscaping or other visual obstructions above 36 inches should be limited.

#### **3.6 Relocate Centerline along Edwards Street**

A review of measurements taken in the field indicates that Edwards Street has a roadway width of approximately 34 feet. As noted earlier, recreational and commercial uses in the adjacent areas would necessitate parking width standard or 8 feet, while a minimum travel lane width should be maintained. Shifting the street centerline to provide 8 foot parking (westbound), two 11 foot travel lanes, and a 4 foot shoulder (eastbound) is recommended.

Additionally, edge or fog line striping is recommended along both sides of the travel way to discern separate parking and shoulder area. This may also have a visual impact on drivers resulting in additional traffic calming or reduced traffic speeds.

#### **3.7 Additional Comments or Recommendations**

Although not explicit in the request for technical evaluation, it is further recommended that edge or fog line markings be provided along Trinity Street in an effort to have a visually impact on drivers and reduce traffic speeds.

If met with approval of emergency responders, a raised crosswalk at the crosswalk located between Town Hall and Trinidad Elementary School may result in added traffic calming. Although speed humps were not recommended on Edwards, the prevalence of pedestrians, a potentially reduced impact on emergency vehicles and response times, and located where potential associated noise issues would not impact residences makes this particular location a candidate.

In addition, during the site investigation the existing accessible parking stalls located at the light housing parking on Edwards Street and the parking area approximately 400 feet to the west appeared to be noncompliant with current accessibility standards. In both cases, the slopes appear to be in excess of 2%, required signage is absent, and the unloading access aisles are on the

wrong side of the parking stall (for a single parking stall configuration, the access aisle should be on the passenger side of the stall).

#### **4.0 ATTACHMENTS**

CRS Maps1C34

CVC Sections: 21355, 21400

California MUTCD, Section 2B.04 – 2B.07

CVC Sections: 22348-22413



## **DISCUSSION/ACTION AGENDA ITEM X.5**

**Date: January 13, 2010**

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**Item: UPDATE REPORT ON THE CITY WEBSITE**

**Background:** In April 2009, the City contracted with David Peake Designs to design, construct, and implement a new website for the City. The work was also to include website hosting and conversion from the existing website host and email to a new provider. The contract amount was for \$1,500.

By the end of June, significant work had been done on the project, but it was far from complete. As a result, a portion of the work under the agreement was completed and paid for under the previous year's budget, and the remainder was placed in the new year's budget (under the general category of "municipal expenses").

While work progressed during the summer and periodic progress reports were provided to the Council, the web site was not put "online" until October, 2009. It was still far from complete, but the format and structure, a calendar, and some of the basic information were included.

While a website is never "finished" because it is continually being updated, this project has taken far too long to complete, and it is still not providing the level of information demanded by many people. Staff is being educated on how to update and make changes to the site. The lack of completion is not the fault of the designer, but rather it is a function of other work priorities on the part of the City staff.

As a result of public criticism, complaints, and the fact that much improvement is still needed, remedial actions have and will still be taken to improve the site.

**Staff Recommendation:** Receive and file this staff report, and take whatever other actions are deemed appropriate by the members of the City Council.

**Attachments:** None.  
The City of Trinidad's web site address is [www.trinidad.ca.gov](http://www.trinidad.ca.gov).